

Urban Design Review Panel Comments

Date	April 14, 2021	
Time	2:00	
Panel Members	Present Chad Russill (Chair) Ben Bailey Jeff Lyness Glen Pardoe Katherine Robinson Anna Lawrence	Distribution Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Michael Sydenham Jack Vanstone Noorullah Hussain Zada
Advisor	Dawn Clarke, Urban Designer	
Application number	LOC2021-0002	
Municipal address	1404, 1408, 1410, 1414, and 1418 27 Street SW	
Community	Shaganappi	
Project description	Land Use Amendment (R-C2 and M-C2 to DC/M-C2)	
Review	First	
File Manager	Christine Leung	
City Wide Urban Design	Jihad Bitar	
Applicant	O2 Planning and Design	

Summary

The Jemm Properties proposal located at 1404, 1408, 1410, 1414 and 1418 - 27 Street SW seeks to redesignate an assembly of parcels to accommodate a 6-storey multi-residential development up to 22.5 metres in height and a maximum 3.2 FAR. The site is located in close proximity to the Shaganappi Point LRT Station (less than 200m) and is also immediately adjacent to a recently constructed 5 storey multi-residential development across the lane. A Direct Control (DC) district is being proposed to accommodate specific built form and setback rules, as well as lower residential parking requirements. As there is no active Development Permit, The Panel's review focused on the land use proposal, specifically the appropriateness of the draft DC district's setback and stepback rules to encode sensitive built form transitions.

The Panel endorses the proposal and is supportive of the increase in density with reduced parking requirements at this location. The draft DC district form and setback rules provide an appropriate level of transition to the lower density residential context directly south, while balancing city-wide imperatives to match land use decisions with significant capital investments in the adjacent primary transit network. Notwithstanding, recurring elements in the Panel's discussion that are noted for further review include:

- Setbacks
 - 12 Avenue SW, in its current configuration, is inhospitable with exposure to fast-moving vehicular traffic. This frontage may benefit from an increased setback to create a more pedestrian friendly and-inviting front patio condition.
 - The proposed DC includes a shift in the massing volume east, creating an increased setback along the 27 Street SW frontage. The panel contends a street-oriented building, with at-grade patios and closer to the street, would create a more engaging public realm. The panel is not convinced a large, 10m landscaped setback area along the primary entry-frontage as presented would bring any added community benefit. Conversely, the panel supports the shift in the massing volume west to allow for screened/concealed at-grade parking and loading spaces from 12th Avenue along the rear of the building.

Applicant Response provided on April 22, 2021

Urban Design Element	
<p>Creativity <i>Encourage innovation; model best practices</i></p> <ul style="list-style-type: none"> • Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	The proposal is a successful response to the constraints of a TOD site in transition, that is, a lower density community moving towards more mid-rise, transit-supporting densities while still maintain sensitive edges with lower density neighbours.
Applicant Response	Acknowledged.
<p>Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i></p> <ul style="list-style-type: none"> • Massing relationship to context, distribution on site, and orientation to street edges • Shade impact on public realm and adjacent sites 	
UDRP Commentary	<p>The building setbacks pull the southern portion of the building away from the rear yard amenity space of neighbouring lots and allows for a concealed at-grade parking area along the lane. Building height stepbacks provide a generous/sensitive transition to low-density residential directly south; this aspect is strongly supported by the Panel.</p> <p>The northern portion of the building is setback 10m from 27 Street SW. The Panel recommends the applicant consider the quality of this space and the net-trade-off of providing a more street-oriented built form that directly engages the sidewalk. The Panel also noted concerns regarding the desirability of front patios facing 12 Avenue SW. Applicant to consider potential for softening this edge with more generous landscaping as opposed to 27 Street SW.</p>
Applicant Response	<p>The northern portion of the building has been pulled away from 27 Street to reduce the shadowing impacts on the properties to the west and to conceal the parking and loading along the lane. Stretching the width of the building will create awkward unit sizes with poor natural lighting.</p> <p>Through the development permit process, the ability to soften the 12 Avenue frontage will be examined. The overhead powerlines will create some landscape limitations along this frontage. The ground floor amenity space will be designed taking into consideration the noise from Bow Trail.</p>
<p>Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i></p> <ul style="list-style-type: none"> • Building form contributes to an active pedestrian realm • Residential units provided at-grade • Elevations are interesting and enhance the streetscape 	
UDRP Commentary	At the Development Permit stage, consider building articulation and design emphasis along 12 Avenue SW, though this element is not applicable for meaningful review at this time.
Applicant Response	These design elements will be considered through the development permit process.
<p>Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i></p> <ul style="list-style-type: none"> • Massing contribution to public realm at grade 	
UDRP Commentary	<p>The Panel acknowledges the southern portion of the building will be setback from the street to maintain a similar building depth and street definition along the block.</p> <p>Building stepbacks along the southern portion of the building are also recognized as creating a sensitive height transition that is consistent with the height plane of the adjacent dwelling to the south of the site.</p>
Applicant Response	Acknowledged.
<p>Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i></p> <ul style="list-style-type: none"> • Parking entrances and at-grade parking areas are concealed • Weather protection at entrances and solar exposure for outdoor public areas • Winter city response 	
UDRP Commentary	Building setbacks that pull the southern portion of the building away from the rear yard amenity space of neighbouring lots and incorporate a screened/concealed at-grade parking space demonstrate a best-practice solution to fitting all distinct site components in a thoughtful and

	contextual sensitive manner. At the Development Permit stage, careful consideration of the interface of the parking/ loading area and adjacent ground floor units is recommended. Applicant to consider appeal and success of landscaped amenity space at the corner of 12 Avenue and 27 Street. See Urban Design Elements 'Context' for reference to setback area treatment.
Applicant Response	Acknowledged – The interface between the ground floor units and parking and loading area will be designed to create an attractive amenity area for those ground floor units. The landscaped amenity at the corner of 12 Avenue will be designed in a manner to ensure the amenity provides value to the residents and the community.
<p>Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i></p> <ul style="list-style-type: none"> • Pedestrian first design, walkability, pathways through site • Connections to LRT stations, regional pathways and cycle paths • Pedestrian pathway materials extend across driveways and lanes 	
UDRP Commentary	Proximity to the LRT lends itself to reduced parking ratios. At the Development Permit stage, applicant to review parking/loading area with secondary building access/entry location for potential conflicts/connectivity considerations related to pedestrian desire lines.
Applicant Response	Acknowledged – Potential conflicts with the parking and loading area and underground parking and building access as well as pedestrian desire lines will be examined through the development permit process and building design stage. Potential conflicts will be avoided or mitigated through the site and building design.
<p>Accessibility <i>Ensure clear and simple access for all types of users</i></p> <ul style="list-style-type: none"> • Barrier free design • Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	Not Applicable for review at this stage.
Applicant Response	Clear and simple access will be provided through the development permit process.
<p>Diversity <i>Promote designs accommodating a broad range of users and uses</i></p> <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity 	
UDRP Commentary	During the presentation and review, discussion of unit mixes and retail opportunities occurred. While acknowledging it is early in this stage of the project, based on the presentation materials provided, the Panel feels that very little consideration has been given to Diversity.
Applicant Response	Acknowledged – Unit mix and tenant diversity will be examined through future market research and considered in the development permit process.
<p>Flexibility <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i></p> <ul style="list-style-type: none"> • Project approach relating to market and/or context changes 	
UDRP Commentary	A residential apartment building is not exceptional at flexibility by nature of unit separation and design, especially when void of mix-use considerations.
Applicant Response	Acknowledged – the viability of mixed-use in this location would be challenging due to the limited vehicular access to the site through the interior of a residential neighbourhood. The ability for the building to adapt to new technologies will be examined through the development permit application.
<p>Safety <i>Achieve a sense of comfort and create places that provide security at all times</i></p> <ul style="list-style-type: none"> • Safety and security • Night time design 	
UDRP Commentary	Not Applicable for review at this stage
Applicant Response	Safety and security considerations will be incorporated at the time of development permit.
<p>Orientation <i>Provide clear and consistent directional clues for urban navigation</i></p> <ul style="list-style-type: none"> • Enhance natural views and vistas 	
UDRP Commentary	Project responds very well to natural views and reinforces the directional cues of urban navigation.
Applicant Response	Agreed.

Sustainability <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i>	
<ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	Project location as a Transit-Oriented-Development and incremental densification of amenity-rich established area communities are intrinsic sustainable qualities.
Applicant Response	Agreed.
Durability <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i>	
<ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products • Project detailed to avoid maintenance issues 	
UDRP Commentary	Not Applicable for review at this stage.
Applicant Response	High quality materials will be used in the construction of the building.